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| APPLICATION NO.  | FILING DATE | FIRST NAMED INVENTOR | ATTORNEY DOCKET NO. | CONFIRMATION NO. |
|--|-------------|----------------------|---------------------|------------------|
| 10/662,356   | 09/16/2003  | Michael Rhodes       | 6935.15             | 2061             |
| 37833  | 7590        | 04/21/2006           |                     | EXAMINER         |
| LITMAN LAW OFFICES, LTD<br>PO BOX 15035<br>CRYSTAL CITY STATION<br>ARLINGTON, VA 22215 |             |                      | KAPLAN, HAL IRA     |                  |
|  |             |                      | ART UNIT            | PAPER NUMBER     |
|  |             |                      | 2836                |                  |

DATE MAILED: 04/21/2006

Please find below and/or attached an Office communication concerning this application or proceeding.

|                              |                           |                     |  |
|------------------------------|---------------------------|---------------------|--|
| <b>Office Action Summary</b> | <b>Application No.</b>    | <b>Applicant(s)</b> |  |
|                              | 10/662,356                | RHODES, MICHAEL     |  |
|                              | Examiner<br>Hal I. Kaplan | Art Unit<br>2836    |  |

-- The MAILING DATE of this communication appears on the cover sheet with the correspondence address --  
**Period for Reply**

A SHORTENED STATUTORY PERIOD FOR REPLY IS SET TO EXPIRE 3 MONTH(S) OR THIRTY (30) DAYS, WHICHEVER IS LONGER, FROM THE MAILING DATE OF THIS COMMUNICATION.

- Extensions of time may be available under the provisions of 37 CFR 1.136(a). In no event, however, may a reply be timely filed after SIX (6) MONTHS from the mailing date of this communication.
- If NO period for reply is specified above, the maximum statutory period will apply and will expire SIX (6) MONTHS from the mailing date of this communication.
- Failure to reply within the set or extended period for reply will, by statute, cause the application to become ABANDONED (35 U.S.C. § 133). Any reply received by the Office later than three months after the mailing date of this communication, even if timely filed, may reduce any earned patent term adjustment. See 37 CFR 1.704(b).

#### Status

1) Responsive to communication(s) filed on 16 September 2003.

2a) This action is FINAL.                    2b) This action is non-final.

3) Since this application is in condition for allowance except for formal matters, prosecution as to the merits is closed in accordance with the practice under *Ex parte Quayle*, 1935 C.D. 11, 453 O.G. 213.

#### Disposition of Claims

4) Claim(s) 1-20 is/are pending in the application.

4a) Of the above claim(s) \_\_\_\_\_ is/are withdrawn from consideration.

5) Claim(s) \_\_\_\_\_ is/are allowed.

6) Claim(s) 1-20 is/are rejected.

7) Claim(s) \_\_\_\_\_ is/are objected to.

8) Claim(s) \_\_\_\_\_ are subject to restriction and/or election requirement.

#### Application Papers

9) The specification is objected to by the Examiner.

10) The drawing(s) filed on 16 September 2003 is/are: a) accepted or b) objected to by the Examiner.  
 Applicant may not request that any objection to the drawing(s) be held in abeyance. See 37 CFR 1.85(a).  
 Replacement drawing sheet(s) including the correction is required if the drawing(s) is objected to. See 37 CFR 1.121(d).

11) The oath or declaration is objected to by the Examiner. Note the attached Office Action or form PTO-152.

#### Priority under 35 U.S.C. § 119

12) Acknowledgment is made of a claim for foreign priority under 35 U.S.C. § 119(a)-(d) or (f).

a) All    b) Some \* c) None of:

1. Certified copies of the priority documents have been received.
2. Certified copies of the priority documents have been received in Application No. \_\_\_\_\_.
3. Copies of the certified copies of the priority documents have been received in this National Stage application from the International Bureau (PCT Rule 17.2(a)).

\* See the attached detailed Office action for a list of the certified copies not received.

#### Attachment(s)

|  |   |
|--|---|
| 1) <input checked="" type="checkbox"/> Notice of References Cited (PTO-892)  | 4) <input type="checkbox"/> Interview Summary (PTO-413)                     |
| 2) <input type="checkbox"/> Notice of Draftsperson's Patent Drawing Review (PTO-948)   | Paper No(s)/Mail Date. _____  |
| 3) <input checked="" type="checkbox"/> Information Disclosure Statement(s) (PTO-1449 or PTO/SB/08)<br>Paper No(s)/Mail Date <u>9/16/03</u> . | 5) <input type="checkbox"/> Notice of Informal Patent Application (PTO-152) |
|  | 6) <input type="checkbox"/> Other: _____                                    |

## DETAILED ACTION

### ***Specification***

1. The disclosure is objected to because of the following informalities: Page 10, line 20 contains the phrase "electrical fleet". It appears this should be "fleet electrical". Page 14, line 5 contains the word "convention". It appears this should be "conventional". Page 16, line 17 contains the phrase "diodes and on the fuse panel". It appears this should be "diodes on the fuse panel". Page 16, line 20 contains the phrase "switch 2". It appears this should be "2 switch". Page 16, line 22 contains the phrase "the one diode". It appears this should be "one diode". Page 17, line 18 contains the phrase "scan switch". It appears this should be "scan switch (not shown)", as the scan switch does not appear in the drawings. Page 17, line 19 contains the phrase "Aux fuse 2". It appears this should be "Aux 2 fuse". Page 17, line 22 contains the phrase "fuse 6. The other contact". It appears this should be "fuse 4. The other contacts". Page 18, line 22 contains the phrase "timer delay 104". It appears this should be "timer delay". Page 19, line 15 contains the phrase "in one configuration, exemplified". It appears this should be "one configuration is exemplified". Page 20, line 13 contains the phrase "for a conventional". It appears this should be "for conventional". Page 20, line 24 contains the phrase "panel 12". It appears this should be "panel 112". Page 21, line 9 contains the phrase "panel 14 or 114". It appears this should be "panels 14 or 114". Page 21, lines 18 and 21 contain the phrase "panel 14". It appears this should be "panel 14 or 114". Page 22, line 18 contains the phrase "figs. 8A and 8B is a schematic diagram". It

appears this should be "figs. 8A and 8B are schematic diagrams". Page 22, line 20 contains the word "colored". It appears this should be "color".

Page 19, line 18 refers to U.S. Patent 5,296,830. It appears this was meant to refer to U.S. Patent 5,296,840.

Page 22, lines 19-22 state that the wires from the relays to the lighting selector junction box are color coded red, yellow, green, and black, respectively. It is not clear what this is respective to. In addition, only four colors are provided, but there are five relays (see Figures 7A and 7C).

The specification frequently refers to parts and connections without using their labels as shown in the drawings. As a result, in some cases it is not clear to the examiner what is being described. For example, Page 17, lines 14-15, in the written description of Figure 3, state that the console panel may have a scales switch which is supplied with power via the Aux 2 fuse. However, Figure 3 clearly shows that the scales switch is connected to cable 3B8, which is connected to both the Aux 1 fuse (14G. OR AUX 1) and the ground terminal of the control head. The scales switch does not appear to have a connection to the Aux 2 fuse. In addition, it is not clear where the fuses are located in Figures 2A, 2B, 3A, 3B, 5A, 5B, 6A, and 6B.

Appropriate correction is required.

### ***Drawings***

2. The drawings are objected to as failing to comply with 37 CFR 1.84(p)(5) because they do not include the following reference sign(s) mentioned in the description: C43-C45 in Figure 1 (see page 11, line 6), Aux 6 in Figures 3A-3B (see

page 17, lines 21-22); and 20 in Figure 4 (see page 19, line 8). 104 is also not shown (see page 18, line 22), and it is not clear in which Figure it was intended to appear. Corrected drawing sheets in compliance with 37 CFR 1.121(d) are required in reply to the Office action to avoid abandonment of the application. Any amended replacement drawing sheet should include all of the figures appearing on the immediate prior version of the sheet, even if only one figure is being amended. Each drawing sheet submitted after the filing date of an application must be labeled in the top margin as either "Replacement Sheet" or "New Sheet" pursuant to 37 CFR 1.121(d). If the changes are not accepted by the examiner, the applicant will be notified and informed of any required corrective action in the next Office action. The objection to the drawings will not be held in abeyance.

### ***Claim Objections***

3. Claims 1, 2, 9, 11, and 18 are objected to because of the following informalities: Claim 1, line 7 contains the word "aa". It appears this should be "a". Claim 2, line 6 contains the word "vehicles". It appears this should be "vehicle's". Claim 9, line 7 contains the word "aa". It appears this should be "a". Claim 9, lines 32 and 40 contain the labels (b) and (c). It appears these should be (c) and (d), respectively. Claim 11, line 16 contains the label (e). It appears this should be (d). Claim 18, line 7 contains the word "aa". It appears this should be "a". Claim 18, lines 32 and 37 contain the labels (b) and (c). It appears these should be (c) and (d), respectively. Appropriate correction is required.

### ***Double Patenting***

4. The nonstatutory double patenting rejection is based on a judicially created doctrine grounded in public policy (a policy reflected in the statute) so as to prevent the unjustified or improper timewise extension of the "right to exclude" granted by a patent and to prevent possible harassment by multiple assignees. A nonstatutory obviousness-type double patenting rejection is appropriate where the conflicting claims are not identical, but at least one examined application claim is not patentably distinct from the reference claim(s) because the examined application claim is either anticipated by, or would have been obvious over, the reference claim(s). See, e.g., *In re Berg*, 140 F.3d 1428, 46 USPQ2d 1226 (Fed. Cir. 1998); *In re Goodman*, 11 F.3d 1046, 29 USPQ2d 2010 (Fed. Cir. 1993); *In re Longi*, 759 F.2d 887, 225 USPQ 645 (Fed. Cir. 1985); *In re Van Ornum*, 686 F.2d 937, 214 USPQ 761 (CCPA 1982); *In re Vogel*, 422 F.2d 438, 164 USPQ 619 (CCPA 1970); and *In re Thorington*, 418 F.2d 528, 163 USPQ 644 (CCPA 1969).

A timely filed terminal disclaimer in compliance with 37 CFR 1.321(c) or 1.321(d) may be used to overcome an actual or provisional rejection based on a nonstatutory double patenting ground provided the conflicting application or patent either is shown to be commonly owned with this application, or claims an invention made as a result of activities undertaken within the scope of a joint research agreement.

Effective January 1, 1994, a registered attorney or agent of record may sign a terminal disclaimer. A terminal disclaimer signed by the assignee must fully comply with 37 CFR 3.73(b).

5. Claims 1-6 and 9-15 rejected on the ground of nonstatutory obviousness-type double patenting as being unpatentable over claims 1-6 and 8-14, respectively, of U.S. Patent No. 6,600,236 in view of the US patent of Wong et al. (5,957,985).

Claims 1-6 and 9-15 claim the same invention as claims 1-6 and 8-14 of U.S. Patent No. 6,600,236, except the connectors in the universal wiring harness of U.S. Patent No. 6,600,236 are not necessarily configured as plug and play connectors. Wong, drawn to a fault-resilient automobile control system, teaches an electrical system for a vehicle comprising connectors configured as plug and play connectors (see column 3, lines 58-61 and column 4, lines 37-45). It would have been obvious to one of ordinary skill in the art, at the time of the invention, to use plug and play connectors in

the invention of U.S. Patent No. 6,600,236 because the aftermarket accessories will run as soon as they are plugged in, without the need for additional configuration.

6. Claims 2-6, 11-15 and 18 are provisionally rejected on the ground of nonstatutory obviousness-type double patenting as being unpatentable over claims 3-7, 12-16 and 18, respectively, of copending Application No. 10/287,491 in view of the US patent of Wong et al. (5,957,985).

Claims 2-6, 11-15 and 18 claim the same invention as claims 3-7, 2-16 and 18 of copending Application No. 10/287,491, except the connectors in the universal wiring harness of copending Application No. 10/287,491 are not necessarily configured as plug and play connectors. Wong, drawn to a fault-resilient automobile control system, teaches an electrical system for a vehicle comprising connectors configured as plug and play connectors (see column 3, lines 58-61 and column 4, lines 37-45). It would have been obvious to one of ordinary skill in the art, at the time of the invention, to use plug and play connectors in the invention of copending Application No. 10/287,491 because the aftermarket accessories will run as soon as they are plugged in, without the need for additional configuration.

This is a provisional obviousness-type double patenting rejection.

***Claim Rejections - 35 USC § 112***

7. The following is a quotation of the second paragraph of 35 U.S.C. 112:

The specification shall conclude with one or more claims particularly pointing out and distinctly claiming the subject matter which the applicant regards as his invention.

8. Claims 1-8 and 10 are rejected under 35 U.S.C. 112, second paragraph, as being indefinite for failing to particularly point out and distinctly claim the subject matter which applicant regards as the invention.

Claims 1 and 10 recite the limitation "whereby installation and maintenance time for aftermarket accessories is reduced". The time necessary for installation and maintenance is dependent on the speed at which the person performing the installation and/or maintenance is working, and therefore it cannot be guaranteed that the installation and/or maintenance will be performed faster or take less time. Claims 2-8 inherit this deficiency.

***Claim Rejections - 35 USC § 103***

9. The following is a quotation of 35 U.S.C. 103(a) which forms the basis for all obviousness rejections set forth in this Office action:

(a) A patent may not be obtained though the invention is not identically disclosed or described as set forth in section 102 of this title, if the differences between the subject matter sought to be patented and the prior art are such that the subject matter as a whole would have been obvious at the time the invention was made to a person having ordinary skill in the art to which said subject matter pertains. Patentability shall not be negated by the manner in which the invention was made.

10. The factual inquiries set forth in *Graham v. John Deere Co.*, 383 U.S. 1, 148 USPQ 459 (1966), that are applied for establishing a background for determining obviousness under 35 U.S.C. 103(a) are summarized as follows:

1. Determining the scope and contents of the prior art.
2. Ascertaining the differences between the prior art and the claims at issue.
3. Resolving the level of ordinary skill in the pertinent art.
4. Considering objective evidence present in the application indicating obviousness or nonobviousness.

11. Claims 1, 2, 5, 6, and 9-11 are rejected under 35 U.S.C. 103(a) as being unpatentable over the US patent of Bella et al. (5,703,411) in view of the US patents of Kato et al. (5,856,711), Wagner (5,949,148), Wong, and Moss (6,311,637).

As to claim 1, Bella, drawn to a fault-resilient automobile control system, discloses, in Figure 1, an automobile electrical system, comprising: a fuse panel (67) adapted for connection to a vehicle's battery (69) (see column 5, lines 5-9); a selection junction box (16) electrically connected to the fuse panel (67) (see column 5, lines 5-9), the selection junction box (16) having a terminal block (104) having a plurality of terminals, with a subcircuit being connected to each separate terminal on the terminal block (104), each terminal having a connector for attachment of a subcircuit accessory wire (see column 5, line 67 through column 6, line 4); a console panel (18) having a plurality of user operable switches for controlling operation of a plurality of aftermarket accessories added to the vehicle, the console panel (18) being electrically connected to the fuse panel (67) and the selection junction box (16) (see column 2, lines 26-31); and a universal wiring harness (14) electrically connecting the fuse panel (67), the selection junction box (16), and the console panel (18), the wiring harness (14) having a plurality of connectors (19) distributed throughout the vehicle adapted for connection to aftermarket accessories (see column 2, lines 37-39 and 54-56), the wiring harness (14) having a plurality of color-coded wires (see column 12, lines 32-42).

Bella does not disclose:

- (a) the fuse panel having a plurality of lighting circuit relays;
- (b) a plurality of lighting circuits;
- (c) the connectors being configured as plug and play connectors; or
- (d) color-coded wires stamped with circuit identification labels.

Kato , drawn to a power-supply distributor for use in vehicles, discloses, in Figure 6:

(a) a fuse panel (A) adapted for connection to a vehicle's battery (1), the fuse panel having a plurality of lighting circuit relays (A2a,A2b), each relay (A2a,A2b) having a solenoid (L) and normally open switch contacts, each relay (A2a,A2b) further having a fuse (A1a,A1b) in series with the relay solenoid (L) (see column 1, lines 12-27).

Wagner, drawn to a D.C. power distribution and fuse panel unit, discloses, in Figure 4:

(b) a plurality of lighting circuits (39), each lighting circuit (39) being connected to a separate set of contacts, each lighting circuit (39) branching into a plurality of lighting subcircuits (40), each subcircuit (40) having a fuse (F9-F16) for protection (see column 6, lines 56-63).

Wong discloses:

(c) an electrical system for a vehicle comprising connectors configured as plug and play connectors (see column 3, lines 58-61 and column 4, lines 37-45).

Moss, drawn to electrical wire identification markers, making methods and system, discloses:

(d) wiring having a plurality of color-coded wires stamped with circuit identification labels (see column 2, line 34 through column 3, line 23).

It would have been obvious to one of ordinary skill in the art, at the time of the invention, to have modified the system of Bella by using the relays of Kato and the fuse panel of Wagner, and using plug-and-play connectors and the wire marking and labeling

method of Moss, in order to provide an improved junction box having a common connectivity point, and make it easier to add and remove accessories and perform maintenance or troubleshooting.

As to claim 2, Wagner discloses: (a) a positive voltage buss bar (L1,17) adapted for connection to a positive terminal (12) of the vehicle's battery (B) (see column 4, lines 64-66); (b) a ground buss adapted for connection to a negative terminal of the vehicle's battery (see Figures 2 and 3); a pair of main power fuses (F1,F2), each main power fuse branching into a plurality of normally hot auxiliary circuits, each auxiliary circuit having a fuse (F9-F16) for protection of the auxiliary circuit, the main power fuses (F1,F2) being directly connected to the positive voltage buss bar (17) so that the auxiliary circuits are normally hot; and an ignition relay (RLY2) having a solenoid tapped into the vehicle's ignition switch and having normally open switch contacts connected to a plurality of ignition controlled auxiliary circuits, each ignition controlled auxiliary circuit having an auxiliary fuse (F6,F7) (see column 5, lines 40-45 and 58-63 and column 6, lines 7-9 and 56-60).

As to claim 5, Bella discloses a programmable timer delay (360,370) connected to the universal wiring harness (14) for turning off circuits a predetermined period of time after the vehicle ignition switch is turned to an "OFF" position (see column 10, lines 18-31).

As to claim 6, Bella discloses a modular connector having: (a) a through-the-roof base connector (46); and (b) a light bar wiring harness (36) having a weatherproof boot connector (grommet) attachable to the base connector, the light bar wiring harness (36)

being adapted for a light bar accessory (44) mountable on a roof of the vehicle (see column 5, lines 47-60).

12. Claim 7 is rejected under 35 U.S.C. 103(a) as being unpatentable over Bella, Kato, Wagner, and Wong in view of Moss, and further in view of the US patent of Copeland et al. (4,864,154).

As to claim 7, Bella, Kato, Wagner, and Wong in view of Moss disclose all of the claimed features, as set forth above, except for a keyed switch interconnected with a security power control relay. Copeland, drawn to a system for automatically shutting down auxiliary power devices in a vehicle, discloses a keyed switch interconnected with a security power control relay (RL) adapted for connection with a vehicle's battery, the keyed switch and security power control relay (RL) enabling a user to connect and disconnect power to the auxiliary equipment (see column 1, lines 56-62 and the Figure). It would have been obvious to one of ordinary skill in the art, at the time of the invention, to build the electrical system of Bella, Kato, Wagner, and Wong in view of Moss, with the keyed switch and security power control relay of Copeland, in order to conserve battery life while enabling automatic and immediate reconnection of the accessories in situations where they are being used or likely to be used.

13. Claim 8 is rejected under 35 U.S.C. 103(a) as being unpatentable over Bella, Kato, Wagner, and Wong in view of Moss, and further in view of the US patent of Maynard et al. (6,674,182).

As to claim 8, Bella, Kato, Wagner, and Wong in view of Moss disclose all of the

claimed features, as set forth above, except for a master switch with a circuit breaker. Maynard, drawn to an emergency vehicle wiring harness and control system, discloses, in Figures 3 and 4, a master switch (ignition) with a circuit breaker (188) adapted for connection to a vehicle's battery (150), the master switch and circuit breaker (188) enabling a user to connect and disconnect power to the aftermarket accessories (see column 5, lines 56-64 and Figures 3 and 4). It would have been obvious to one of ordinary skill in the art, at the time of the invention, to build the electrical system of Bella, Kato, Wagner, and Wong in view of Moss with a master switch and circuit breaker, in order to allow the user to have a main control for the entire electrical system.

14. Claims 9-11 are rejected under 35 U.S.C. 103(a) as being unpatentable over Bella, Kato, Wagner, and Wong in view of Moss, and further in view of the US patent of Sumida (4,122,357).

As to claims 9-11, Bella, Kato, Wagner, and Wong in view of Moss disclose all of the claimed features, as set forth above, except for at least three lighting level switches. Sumida, drawn to a wiring system for motor vehicle, discloses, in Figure 3, an electrical system for a motor vehicle comprising a console panel (2) having six switches (2a-2f), each switch connected to a different combination of aftermarket accessories (see column 4, lines 60-63). It would have been obvious to one of ordinary skill in the art, at the time of the invention, to build the electrical system of Bella, Kato, Wagner, and Wong in view of Moss with more than two switches in order to increase the capability of the system to handle additional accessories.

15. Claim 16 is rejected under 35 U.S.C. 103(a) as being unpatentable over Bella, Kato, Wagner, Wong, and Moss in view of Sumida, and further in view of the US patent of Copeland et al. (4,864,154).

As to claim 16, Bella, Kato, Wagner, Wong, and Moss in view of Sumida disclose all of the claimed features, as set forth above, except for a keyed switch interconnected with a security power control relay. Copeland, drawn to a system for automatically shutting down auxiliary power devices in a vehicle, discloses a keyed switch interconnected with a security power control relay (RL) adapted for connection with a vehicle's battery, the keyed switch and security power control relay (RL) enabling a user to connect and disconnect power to the auxiliary equipment (see column 1, lines 56-62 and the Figure). It would have been obvious to one of ordinary skill in the art, at the time of the invention, to build the electrical system of Bella, Kato, Wagner, Wong, and Moss in view of Sumida, with the keyed switch and security power control relay of Copeland, in order to conserve battery life while enabling automatic and immediate reconnection of the accessories in situations where they are being used or likely to be used.

16. Claim 17 is rejected under 35 U.S.C. 103(a) as being unpatentable over Bella, Kato, Wagner, Wong, and Moss in view of Sumida, and further in view of the US patent of Maynard et al. (6,674,182).

As to claim 17, Bella, Kato, Wagner, Wong, and Moss in view of Sumida disclose all of the claimed features, as set forth above, except for a master switch with a circuit breaker. Maynard, drawn to an emergency vehicle wiring harness and control system,

discloses, in Figures 3 and 4, a master switch (ignition) with a circuit breaker (188) adapted for connection to a vehicle's battery (150), the master switch and circuit breaker (188) enabling a user to connect and disconnect power to the aftermarket accessories (see column 5, lines 56-64 and Figures 3 and 4). It would have been obvious to one of ordinary skill in the art, at the time of the invention, to build the electrical system of Bella, Kato, Wagner, Wong, and Moss in view of Sumida with a master switch and circuit breaker, in order to allow the user to have a main control for the entire electrical system.

17. Claim 18 is rejected under 35 U.S.C. 103(a) as being unpatentable over Bella, Kato, Wagner, Wong, and Moss, and further in view of the US patent of Gieffers (5,296,840).

As to claim 18, Bella in view of Kato, Wagner, Wong, and Moss teach all of the claimed features, as set forth above, except for the wiring harness having a serial communications cable and a power cable. Gieffers, drawn to a programmable emergency signalling system for a vehicle, discloses, in Figures 1-3, an automobile electrical system comprising a wiring harness (see Figures 1 and 2A), the wiring harness further having a serial communications cable (53) and a power cable (51) and connector extending to a console area of the vehicle (23) and adapted for connection to a serial controller (25) incorporated therein (see column 6, lines 63-68). It would have been obvious to one of ordinary skill in the art, at the time of the invention, to build the system of Bella in view of Kato, Wagner, Wong, and Moss with the connection between

the wiring harness and console implemented as a serial connection, in order to simplify repairs and maintenance.

18. Claim 19 is rejected under 35 U.S.C. 103(a) as being unpatentable over Bella, Kato, Wagner, Wong, and Moss in view of Gieffers, and further in view of the US patent of Copeland et al. (4,864,154).

As to claim 19, Bella, Kato, Wagner, Wong, and Moss in view of Gieffers disclose all of the claimed features, as set forth above, except for a keyed switch interconnected with a security power control relay. Copeland, drawn to a system for automatically shutting down auxiliary power devices in a vehicle, discloses a keyed switch interconnected with a security power control relay (RL) adapted for connection with a vehicle's battery, the keyed switch and security power control relay (RL) enabling a user to connect and disconnect power to the auxiliary equipment (see column 1, lines 56-62 and the Figure). It would have been obvious to one of ordinary skill in the art, at the time of the invention, to build the electrical system of Bella, Kato, Wagner, Wong, and Moss in view of Gieffers, with the keyed switch and security power control relay of Copeland, in order to conserve battery life while enabling automatic and immediate reconnection of the accessories in situations where they are being used or likely to be used.

19. Claim 20 is rejected under 35 U.S.C. 103(a) as being unpatentable over Bella, Kato, Wagner, Wong, and Moss in view of Gieffers, and further in view of the US patent of Maynard et al. (6,674,182).

As to claim 20, Bella, Kato, Wagner, Wong, and Moss in view of Gieffers disclose

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all of the claimed features, as set forth above, except for a master switch with a circuit breaker. Maynard, drawn to an emergency vehicle wiring harness and control system, discloses, in Figures 3 and 4, a master switch (ignition) with a circuit breaker (188) adapted for connection to a vehicle's battery (150), the master switch and circuit breaker (188) enabling a user to connect and disconnect power to the aftermarket accessories (see column 5, lines 56-64 and Figures 3 and 4). It would have been obvious to one of ordinary skill in the art, at the time of the invention, to build the electrical system of Bella, Kato, Wagner, Wong, and Moss in view of Gieffers with a master switch and circuit breaker, in order to allow the user to have a main control for the entire electrical system.

***Conclusion***

20. The prior art made of record and not relied upon is considered pertinent to applicant's disclosure. US patents to Darby et al. (5,825,098) and Easter et al. (6,161,278) disclose similar systems and devices.

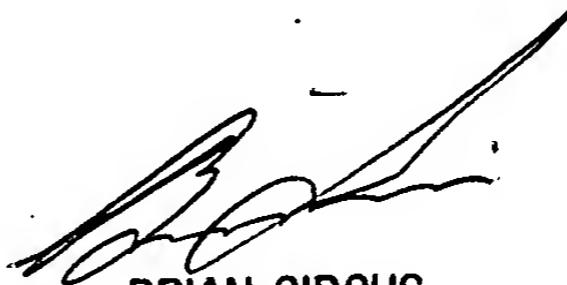
Any inquiry concerning this communication or earlier communications from the examiner should be directed to Hal I. Kaplan whose telephone number is 571-272-8587. The examiner can normally be reached on M-F 8:30-5:00.

If attempts to reach the examiner by telephone are unsuccessful, the examiner's supervisor, Brian Sircus can be reached on 571-272-2800 x36. The fax phone number for the organization where this application or proceeding is assigned is 571-273-8300.

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Information regarding the status of an application may be obtained from the Patent Application Information Retrieval (PAIR) system. Status information for published applications may be obtained from either Private PAIR or Public PAIR. Status information for unpublished applications is available through Private PAIR only. For more information about the PAIR system, see <http://pair-direct.uspto.gov>. Should you have questions on access to the Private PAIR system, contact the Electronic Business Center (EBC) at 866-217-9197 (toll-free).

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SUPERVISORY PATENT EXAMINER  
TECHNOLOGY CENTER 2800